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Documents relating to the bill (S. 239) "to establish a foundry; an armory in the West; arsenals in the states in which none have yet been established; and depots for arms in certain states and territories".

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S. Doc. No. 231, 25th Cong., 2nd Sess. (1838)

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DOCUMENTS

RELATING

To the bill (S. 239) "to establish a foundry ; an armory in the West ; arsenals in the States in which none have yet been established ; and depots for arms in certain States and Territories."

FEBRUARY 21, 1838.

Submitted by Mr. BENTON, and ordered to be printed.

A.

Resolutions of the General Assembly of Maryland, in relation to the establishment of a national foundry at or near Havre-de-Grace, in said State.

BY THE SENATE.

FEBRUARY 8, 1838.

WHEREAS, the President of the United States, in his late annual message, did recommend the establishment of a national foundry ; and whereas, it is important to the people of these United States, and of the State of Maryland in particular, that said foundry should be established in a central and convenient position ; and whereas, in the opinion of this Legislature, the town of Havre-de-Grace, in this State, possesses those advantages in an eminent degree, being situated at the head of the Chesapeake bay, and at the termination of the tide-water canal, now nearly completed, which, by its connexion with the great works of the State of Pennsylvania, unites the waters of said bay with the waters of the Mississippi river and its tributaries, passing through one of the richest mineral regions in these United States, thereby affording the best means for the transportation of the raw material from its deposit to a site at all times accessible by sea and by land, and which combines the additional advantage of being remarkable for health, and easy of defence against a foreign enemy in time of war ; therefore,

Be it resolved by the General Assembly of Maryland, That our Senators and Representatives in Congress be, and they are hereby, requested to call the attention of their respective Houses to this subject, and to use their best exertions to secure the erection of said foundry at or near Havre-de-Grace, in this State.

Resolved, That the Governor be, and he is hereby, requested to forward a copy of the foregoing preamble and resolutions to our Senators and Representatives in Congress.

By order,

JOSEPH H. NICHOLSON, Clerk.

We certify, that the foregoing is a true copy of the preamble and resolutions relative to the establishment of a national foundry, which were assented to by the General Assembly of Maryland, at December session, one thousand eight hundred and thirty-seven.

Given under our hands, at the city of Annapolis, this 9th day of February, 1838.

JOSEPH H. NICHOLSON, *Clerk Senate Md.*
 GEORGE G. BREWER, *Clerk House Del. Md.*

Resolutions of a number of citizens of Havre-de-Grace, in Maryland, in relation to the establishment of a national foundry at that place.

At a large and respectable meeting of the citizens of Havre-de-Grace, convened at William Smith's hotel, on Saturday the 17th February, 1838, to take into consideration the propriety of memorializing Congress on the subject of establishing a national foundry at or near this place, Howes Goldsborough, Esq. was called to the chair, and W. L. Nichol and Robert Gale were appointed secretaries. The object of the meeting having been stated by the chairman, it was, on motion of Mr. George Wareham,

Resolved, That Washington Hall, Esq., Doctors Wm. Sappington, Hopkins, and Haughey, Captain William W. Virdin, and Messrs. James Sullivan and Robert M. Magraw, be appointed a committee to prepare a preamble and resolutions, to be submitted to the meeting, who, after having retired for a short time, presented the following :

Whereas the attention of Congress has been directed, by a resolution of the Legislature of the State of Maryland (passed on the 8th instant) to the town of Havre-de-Grace, as a site suitable for the establishment of the national foundry recommended by the President of the United States in his last annual message ; and whereas we believe that this town possesses, in an eminent degree, the advantage of a central and convenient position, being situated at the termination of the Susquehannah canal, and thus connected with the internal improvements of the neighboring State of Pennsylvania, and with the western rivers, and the lakes, and at the head of the Chesapeake bay, and on the great line of railroad connecting the northern and southern portions of the Union, affording the greatest facility for the transportation of metal and coal from the mineral region of Pennsylvania, and of the manufactured article, by sea and land, to all parts of the Union. This town possesses the additional advantages of being remarkably healthy, and easy of defence in time of war ; abounding also with all the materials necessary for the erection of the works, and with the best moulding sand in the country. Many of which facts will appear by a reference to a report of the survey of the harbor of Havre-de-Grace, made by G. W. Hughes, United States civil engineer, and presented to Congress at their last session. Therefore,

Resolved, That it is the opinion of this meeting that the selection of Havre-de-Grace as the site for said foundry, will be alike advantageous to the Government, and productive of the happiest effects on the growth and prosperity of the town.

Resolved, That we believe Havre-de-Grace is, in a great degree, entitled to the preference of the General Government, having sustained a severe

calamity during the late war with Great Britain, from which it has not recovered, many of its citizens having received no indemnification for the losses sustained by the destruction of their property.

Resolved, That the thanks of the citizens of this town be tendered to the honorable Senators, Buchanan and Merrick, for the decided stand which they have taken in favor of this location.

It was, on motion, further

Resolved, That Robert Gale and Robert M. Magraw, be appointed a committee to convey to Washington city the proceedings of this meeting.

Resolved, That the proceedings of this meeting be signed by the officers and published.

HOWES GOLDSBOROUGH,

Chairman.

W. L. NICOL, }
ROBERT GALE, } *Secretaries.*

HAVRE-DE-GRACE.

The vast importance this town is destined soon to assume, induced Congress to order a survey of its harbor, with a view of removing a slight obstruction to its approach. The survey was made late last season, and a report made by G. W. Hughes, Esq., United States civil engineer, but was not presented in time to secure the favorable action of Congress, during its late short and hurried session. The estimate allows \$48,009, exclusive of a dredging machine, for deepening the bed to sixteen feet, which is considered sufficient for merchant vessels. Mr. Hughes says:

"The town of Havre-de-Grace is situated on the west side, and at the mouth of the Susquehannah river. It is built on a beautiful and elevated plain, presenting a fine site for a city, which was at one time, indeed, seriously contemplated as the seat of the Federal Government.

"At this point it is understood the Susquehannah canal from Columbia will terminate." It is now under contract to within three miles of the place, and the residue is expected to be put under contract in a few weeks. The excavation is now in progress, and the whole work is expected to be finished in two years from its commencement in October last.

"When the canal is completed, the great bituminous and anthracite coal regions will send down their hundreds of thousands of tons annually. And this consideration alone, if there were none other, would be sufficient to justify, and even imperiously demand, this improvement. The annual consumption of coal in the Atlantic States, is now one million of tons, and increases at the rate of two hundred thousand tons per annum, and in less than five years will probably exceed two million of tons per annum. This will give employment to hundreds of thousands of persons in different capacities, and will of itself build up a great commercial marine, from which the Government may draw in times of emergency. These considerations are so evidently important, that a mere statement of them is demonstration.

"The position of Havre-de-Grace, at the head of Chesapeake bay, and the terminus of the vast chain of internal improvement, besides its great

commercial advantages, invest it with some importance in a military point of view. It would form a convenient post for an arsenal of arms, provisions, and munitions of war, and could be effectually defended on the water side, by a fort at the head of Spes-Utic island, six miles below the town, which would effectually command the channel. A light-house at the head of the island would be a great convenience to navigation, and will be necessary when the trade becomes very great."

The Susquehannah canal, like the Pennsylvania State canal, of which it is a continuation, will be a noble work. With a water surface of fifty feet, a depth of five feet, and double locks eighteen by one hundred feet, it will admit boats carrying more than one hundred tons of freight.

An enumeration of the ramifications of this vast chain of internal improvement, such as the world has never before seen, would exceed the limits of an advertisement. On the west, it connects with the Ohio canal at two points, and consequently with Lake Erie at Cleaveland, and also, by another canal, with the town of Erie, on the same lake. On the north it will intersect the Erie canal, and unite with Lake Ontario at Sodus bay, distant from Havre-de-Grace, about two hundred and sixty miles.

"This canal seems destined to be the outlet or drain of the great west, embracing, in its wide spread arms, vast, rich, and populous countries, whose wants will be supplied through the same channels, in return for the valuable productions of their labor and capital."

This chain of intercommunication, thus briefly alluded to, constructed along the Susquehannah river and the regions west of it, comprises, with the exception of the Portage railway, an unbroken line of one thousand two hundred and fifty miles of canals, made at a cost of about thirty-two millions of dollars. The Susquehannah canal, a short link of but forty-five miles, will unite this inland chain to the Chesapeake, and place Havre-de-Grace in a position for the enjoyment of its immense and valuable trade, which no other city can attain.

The tolls on the Pennsylvania canals, the last year, exceeded \$800,000, and are estimated for this year at \$1,300,000.

Even the trade of the river is important, notwithstanding the unfavorable and discouraging circumstances under which it is prosecuted. Last year, up to the 1st of November, there were run on the river to tide, 1,100 arks, and 1,400 rafts, valued at about \$4,000,000; and had the canal been open, the amount of descending produce would not, probably, have fallen short of \$20,000,000. These canals are open so much earlier in the spring, and continue open so much later in the fall, that the trade will naturally seek this route in preference to any other; and the map will clearly show, that nature and art have inevitably destined Havre-de-Grace to become the great emporium of the vast regions connected with it.

The railroad from Philadelphia to Baltimore passes through Havre-de-Grace. The cars are now running daily from Wilmington to Baltimore. From Wilmington to Philadelphia, the road will be finished this season.

It would, at the first view, seem singular that the advantages of this place should have been overlooked, or not justly appreciated by the public, who are usually clear sighted in perceiving any new commercial advantages, or in improving those already known. But the surprise ceases when we consider the tenacity of opinion so frequently evinced in favor of our own residence, where we have invested our property and have the necessary

facilities for business ; there we are apt to flatter ourselves the business will come, although a more convenient mart should be opened for it.

That this is eminently the case in the present instance, will be readily seen by those of clear discernment.

The citizens of New York have not had their attention directed that way, or if they have thought of the matter at all, have supposed the location too remote, to have any influence on their prosperity ; whereas it is intimately connected with it, either as a rival in the great trade of the interior, or as an auxiliary of the first importance.

The descending trade of the Susquehannah river and canals is now almost equal to the trade of all the New York canals, and will, in a short time, surpass them ; even exclusive of coal, of which, probably, will come to Havre-de-Grace, 1,000,000 of tons annually ; giving employment to thousands of vessels in that branch of business alone, and the whole trade surpassing in magnitude that of any city in the Union, with the exception of New York and New Orleans. This great chain of canals will be the chosen avenue for the ascending trade, and goods will equally seek it, whether purchased at Havre-de-Grace, in this city, or elsewhere.

Philadelphia and Baltimore will be essentially affected by the opening of the canal to tide, but the event seems to be erroneously viewed by both.

The former relies on retaining the trade by means of her railroad and the Union canal, as well as by a circuitous route through the Chesapeake and Delaware canal.

This latter route can indeed be performed at much less expense than either of the others, but yet at a cost quite equal to a voyage by sea, and nearly equal to the passage to New York by way of the Raritan canal.

Baltimore not only expects to retain the Susquehannah trade that she now has, and which is of vital importance to her, but she expects to draw to herself the greatest portion of that which Philadelphia now enjoys, and hopes greatly to increase.

Baltimore expects this ; because *twelve hundred and fifty miles* of canals debouche into the Chesapeake at Havre-de-Grace.

But she seems to overlook that Havre-de-Grace is, by water, sixty miles north of her ; with as good a port as her own, and quite as accessible at all seasons ; that the transhipment of commodities from one port to the other, will in almost any case be preposterous, and in some cases impracticable, such, for instance, as coal and lumber, which, being articles of great bulk and comparatively small value, will not bear extra charges. These two great articles being fixed at Havre-de-Grace, it necessarily and incidentally follows that these will determine the location of the whole trade at that port.

Goods cannot be transhipped to Baltimore or elsewhere without expense ; this will be equally felt on the return freight, and the time has come, and is likely to continue, when commerce will not incur, unnecessarily, heavy and ever accruing expenses.

As certain as effect follows cause, so certain is it that Havre-de-Grace must become a city of the first commercial importance, and that too in an unprecedented short space of time. The circumstances under which it comes into being, are without a parallel in the history of the world.

Memorial of a number of citizens of Maryland, praying the establishment of a national foundry at Havre-de-Grace, in said State.

To the honorable the Senate and House of Representatives in Congress assembled :

The undersigned, citizens of the State of Maryland, or interested in property therein, beg leave to call the attention of Congress to the town of *Havre-de-Grace*, in the county of Harford, in said State, as a situation admirably calculated for the establishment of the foundry referred to by the President.

The harbor, bay, and Susquehannah river, was recently surveyed by G. W. Hughes, Esq., United States civil engineer, under the direction of the Secretary of War, and a copy of his report was communicated to the House of Representatives by the Secretary of War, on the 2d of February, 1837, and we beg now to lay before you a printed extract of the same, (see page 3,) and from which it will be seen he refers to *Havre-de-Grace* as a situation "invested with some importance in a military point of view."

There is now in the course of construction a canal from Columbia, in Pennsylvania, to *Havre de Grace*, which will be completed, as is supposed, and ready for use by the 1st of April, 1839, and which opens a direct communication to the richest mineral section of the State of Pennsylvania, at all times insuring a plentiful supply of iron and coal at an expense for transportation much less than it could be furnished at any point of the Union, which is capable of being made, at a small outlay, accessible at all seasons of the year by ships or vessels of any burden.

By reference to a map of the United States, and the statistics of public improvements, it will be seen that there are about *thirteen hundred miles* of canal and railroad already constructed, and in the course of construction, connected with *Havre-de-Grace*, which would afford to the Government the means of transporting cannon and munitions of war, after manufactured, to various and remote parts of the Union, with greater facility and less expense than from any other point at which a foundry could advantageously be established within the knowledge of the undersigned.

The canals and railroads referred to, are the routes following :

	Miles.
The Susquehannah canal, from Havre-de-Grace to Columbia	40
Grand Pennsylvania canal, with thirty-seven miles railroad, from Columbia to Pittsburgh	313
Middle division Pennsylvania canal, from Juniatta river to the south boundary of New York	204
From the southern boundary of New York, by the way of Chemung canal, Seneca lake, to Great Sodus bay, on Lake Ontario	61
From the Erie canal, where it connects with Chemung canal, gives an east and west distance of	365
From Northumberland, along the west branch of the Susquehannah, to Bald Eagle creek	68
The cross cut canal from Pittsburgh, to connect with the Ohio canal at Massillon, Ohio, say	80
The branch of the last canal	40
The connexion of the last canal with the Ohio canal gives an east and west distance of the whole length of Ohio canal, say	306

A few miles of navigation on Lake Erie, from Cleaveland, brings us to the Wabash and Erie canal, which traverses the State of Indiana for	Miles. 300
Making	1,777

In addition to the canal and railroads referred to, it is known to Congress that there will soon be a continuous line of railroad from New York to *Havre-de-Grace*, which affords a connexion for the officers of the Government to visit the public works, if they should be established at *Havre-de-Grace*.

The favorable position of this place, in many other points of view, originally led to its examination and survey for the seat of the General Government.

It seems, then, to the undersigned, that Congress will take into consideration the following properties in favor of erecting the public work in question at *Havre-de-Grace*:

1. Its proximity to the richest mineral regions of the United States.
2. The facility of transportation of all raw material necessary for manufacturing purposes.
3. A like facility for transporting to any part the Union the manufactured articles wanted by the Government.
4. Its accessibility by sea at all seasons of the year.
5. Climate, cheapness of living and of labor, is worthy of consideration, as is also the price of the land, which the Government would require for its use.

All which is respectfully submitted,

Stevenson Archer

George W. Hall

Thomas Hopkins

George Moony

Owen Gaffaney

William P. Chew

Parker Mitchell

Bernard Mitchell

James Murray

W. A. Patterson

Benjamin B. Williams

W. W. Virdin

John Stump

H. L. Gale

Joseph Smith

Alex. Spareen

George B. Chamberlain

John Hopkins

Aquila Bailey

Owen Conner

Littleton Green

Robert McCulloch

Robert Calley

Jacob Ergood

Jacob Wareham

John Myers

Henry Myers

Thomas Kelley

B. O'Connor

Henry W. Williams

James Gilispey

J. A. Gover

R. S. McKindless

Harrison Courtney

Joshua Green

George W. Kirk

Amos Singleton

John Brown

James Brien

Stephen Boyd

William R. Brooke

Thomas Boyd

Septimus Norris

John W. Stump

Amos Gilbert

Robert Stephenson

R. H. Archer

George Stephenson

John Richey
 Joseph C. Parker
 John Christie
 H. J. S. Archer
 Amos Spencer
 William F. Evans
 Daniel Chesney
 John M. Crew
 Jacob Hoke
 William B. Paca
 John L. Griffith
 Timothy Keen
 Aquila Keen
 Aquilla Baldwin
 James Stephenson
 Benjamin Vandiveer
 J. C. Relish
 William Sappington
 Gardner Furness
 Harry D. Gough
 James Amoss
 George R. Amoss
 James W. Williams
 J. Reardon
 Thomas Taylor
 J. D. Maulsby
 A. J. Thomas
 George Wareham
 George Bartol
 Howes Goldsborough
 John Donahoe
 John Wareham
 William P. Smith
 W. P. Brobson
 John K. Sappington
 Henry Whittemore
 Winston D. Smith
 Barney B. Bartol
 William Boyd
 William M. Jordan
 Henry P. Sutor
 John Roberts
 William Dinsmore
 Ezra Bailey
 George W. Barnes
 Mordecai Barnes
 George W. Brown
 Benjamin Mahan
 Jonathan McVey
 Thomas Sutor
 Henry Maul

Wesley W. Levy
 Washington Hall
 John Mitchell
 Thomas Courtney
 D. M. Cooley
 Thomas Courtney
 Hanson Courtney
 E. J. Hughes
 Henry O'Neill
 James Chesney
 William Moore
 Hollis Courtney
 Henry Baker
 George Ergood
 Thomas Kirby
 J. B. Stump
 Allen Anderson
 Samuel B. Silver
 John Dougherty
 James Stephenson, jr.
 Otho Scott
 Richard S. Gallior
 Thomas J. Lophin
 T. D. Anderson
 Edward Mitchell
 Thomas Sadler
 S. J. Ramsay
 Matthew Howlett
 Reuben Thompson
 William C. Pennington
 W. J. Benjamin
 Thomas Moffitt
 William McGarrey
 A. Rhaads
 Jacob Tome
 James Maddox
 Samuel A. West
 John Coen
 Edward Ewing
 William O'Neill
 Ezra Reed
 R. M. Magraw
 Robert Gale
 Benjamin Silvery
 Alex. Myers
 James T. Sullivan
 George H. Dutton
 Henry Barnes
 W. L. Nicoll
 Joseph C. Carver
 William B. Paca

B.

MEMORIAL OF RICHARD B. ALEXANDER.

To the honorable the members of the Senate of the United States in Congress assembled :

The memorial of the undersigned.

RESPECTFULLY REPRESENTS TO YOUR HONORABLE BODY :

That, for a number of years, the subject of a national foundry for cannon, to be located near the seat of the General Government, has attracted public attention, and been made matter of discussion and inquiry ; all who have turned their attention to it, agreeing in the value and expediency of such an institution. In the last annual message of the President of the United States to Congress, he says : " The creation of a national foundry for cannon in the service of the army and navy of the United States, has been heretofore recommended, and appears to be required, in order to place our ordnance on an equal footing with that of other countries, and to enable that branch of the service to control the prices of those articles, and graduate the supplies to the wants of the Government, as well as to regulate their quality, and insure their uniformity. The same reasons induce me to recommend the erection of a manufactory for gun-powder, to be under the direction of the Ordnance office."

To this strong recommendation of both these important measures, your memorialist respectfully begs leave now to direct your most serious consideration, whilst he lays before you some facts concerning the most suitable and eligible situation for the proposed foundry and manufactory. The site which is proposed, for survey and examination is the Columbian Factory mills, on Four Mile creek, in the county of Alexandria, and District of Columbia. This location combines every advantage which can be required. It is in the District of Columbia, the territory exclusively under the control of Congress. It is but three and a half miles from Washington city, and within one mile of the Potomac river ; transportation from it to the United States arsenal, the navy yard, or the channel of the river, is easy and convenient. The situation is healthy and retired. In short, it is believed that no place could be selected combining so many advantages. There are various large and commodious buildings already erected, which your memorialist has presented drawings of, together with a map of the adjacent country, to the Secretary of War ; both of which he respectfully begs that you will examine ; these will show that Government, at comparatively small expense, can repair the buildings, and turn them into such, as will be suitable. They consist of, 1st. The factory, a large 3 1/2 story brick building, the dimensions 54 feet by 37, the wall 20 inches thick, with a large water-wheel and other machinery, which could easily be made suitable for boring cannon.

2d. The mill, a large two story building, the basement story of stone, the superstructure a frame building, measuring 53 feet by 34, and running two pair of burr stones, which could, at little expense, be converted into a powder manufactory ;

3d. A large two story brick building, with four rooms on a floor.

4th. The old mill, a large two story brick building, much out of repair.

5th. A large two story frame building, fifty feet by twenty-four, with four rooms on a floor.

6th. A commodious two story brick dwelling. It is presumed that these various buildings will be found to be so constructed and arranged as to answer most admirably for the purposes of a manufactory and foundry. These mills are situated, as before remarked, on Four Mile creek, which is navigable for scows and long-boats to within seventy or eighty yards of the buildings, and by opening and cleaning out the old canal, they can load and unload at the mill, as they did a few years since. At high tides the water flows up to the mill. The distance to the Alexandria lateral canal is about half a mile, either by land or water, and about the same distance to the Alexandria and Washington turnpike. The stream is abundant and never failing, and sufficient to drive four or five pair of burr stones. The height of the fall is forty feet, and length of the mill race about half a mile; the water, it will be observed, being thus equal to all the wants of a cannon foundry and powder factory. There are several springs of very fine water adjacent to the mills, and the neighborhood is considered very healthy. Your memorialist further remarks, that the fact of the contiguity of the mills to the Alexandria lateral canal, a branch of the Chesapeake and Ohio canal, will strike you as important, in view of the facility with which iron ore from the Alleghany region can thus be brought to the foundry. It is believed, also, that no site in the District or elsewhere could be selected as convenient and safe for the proposed powder factory, as this. It is surrounded by hills, and there are several deep ravines, where magazines could be built without danger to the Columbian mills and neighboring houses, from explosion. One of these ravines is situated on the line of the mill race, where a powder factory might be erected, were it deemed expedient to place it at a distance from the Columbian mills. Indeed, the more the situation is examined, the more conveniences, advantages, and facilities for the proposed establishments, it will be found to possess. It only requires the report of competent engineers to satisfy you of the facts here stated, and many more which might be mentioned; and your memorialist, therefore, respectfully asks that it may be surveyed by Government engineers, to make a report to you. He also requests that this memorial may be referred to the Military Committee, the intelligent members of which might, from personal examination, (it being near and convenient,) satisfy themselves of the facts here set forth.

In addition to what has been already stated by your memorialist, he would respectfully beg leave further to remark to your honorable body, that the site proposed by him for a national foundry for cannon, and a national factory for gunpowder, not only combines all the advantages required for such establishments, but it has the decided advantage of cheapness and economy, over all other places in the District or elsewhere, resulting from the location of both establishments at the same place, and requiring the purchase of but one tract of land, with all the buildings necessary for both already erected, and, consequently, the saving of time, labor, and expense, to the Government would be very considerable, and that both establishments might be carried into operation without interfering with each other, and without the unavoidable delay that would necessarily be produced by the long and tedious process of building.

The lot on which the Columbian factory stands contains $37\frac{1}{2}$ acres, and the farm adjoining 260 acres, the whole or any part of which your memo-

rialist offers to the Government for either or both of national purposes here mentioned, at a fair and reasonable price.

RICHARD B. ALEXANDER.

FEBRUARY 12, 1838.

NOTE.—A drawing of the buildings and a map of the surrounding country is in the possession of the Secretary of War, to both of which you will please refer.

C.

Resolution of the Legislature of Mississippi, to obtain the establishment of an military depot at or near Columbus, on the Tombigbee river.

Resolved by the Legislature of the State of Mississippi, That our Senators in Congress be instructed, and our Representatives requested, to desire the Government of the United States to establish a military depot at or near Columbus, on the Tombigbee river, in this State.

Resolved, That his excellency Charles Lynch be requested to furnish our delegation in Congress with a copy of this resolution.

JOHN L. IRVIN,

Speaker of the House of Representatives.

JOHN A. QUITMAN,

President of the Senate.

Approved, February 27, 1836.

CHARLES LYNCH.

I certify the foregoing to be a true copy of the original resolution, as is now on file in my office.

In testimony whereof I have hereunto set my hand, at the town of Jackson; the 2d February, 1836.

B. W. BENSON,

Secretary of State.

IN SENATE OF THE UNITED STATES.

JANUARY 4, 1837.

The Committee on Military Affairs, to whom was referred the resolution of the Legislature of the State of Mississippi, instructing the Senators and requesting the Representatives, from that State to obtain from the General Government the establishment of a military depot at or near Columbus, on the Tombigbee river, in said State, report :

That they have duly considered the subject of the said resolution, and are of opinion that there are strong and decisive reasons for granting the request as asked ; but that a separate bill is not necessary, as the bill to establish arsenals in States where there are none yet established, includes the State of Mississippi, and proposes the establishment of an arsenal there.

D.

Memorial of the Legislative Assembly of Wisconsin Territory, for a depot of arms, ammunition, &c.

To the Senate and House of Representatives of the United States in Congress assembled :

The memorial of the Council and House of Representatives of the Territory of Wisconsin,

RESPECTFULLY REPRESENTS :

That this Territory is particularly exposed to the depredations of various tribes of Indians, settled within its limits, and contiguous thereto. Experience, and the recent difficulties with these unrelenting foes to the enterprising settlers of the country, have conclusively shown your memorialists the necessity of constant preparations to prevent and effectually repel any attack that may be contemplated or attempted by them hereafter ; and as the citizens must always depend upon their own resources, during the early stages of difficulties with the Indians, your memorialists respectfully request that Congress will cause three thousand stand of arms to be deposited within the Territory, for the use of the citizens ; one-half to be rifles, and the balance muskets ; and one thousand pistols, of the late model, recommended for the first regiment of dragoons. Also, four light brass field pieces, not to exceed three hundred pounds in weight, (three pounders,) fixed on carriages, with a supply of fixed ammunition for the whole, sufficient for a campaign of four months.

Your memorialists deem it unnecessary to detail facts to prove the expediency and necessity of granting their request, as the recent and present difficulties with the natives, in various parts of the United States and its Territories, and the disadvantages under which the white citizens labor in their controversies with the Indians, are familiar to all.

All which is respectfully submitted.

P. H. ENGLE,
Speaker of the House of Representatives.
HENRY S. BAIRD,
President of the Council.

E.

Memorial of the Legislature of Arkansas, asking an appropriation for a line of fortifications along the western boundary of that State, and the establishment of an arsenal.

To the Senate and House of Representatives of the United States :

The memorial of the General Assembly of the State of Arkansas,

RESPECTFULLY REPRESENTS :

That, owing to the great accession of Indians immediately bordering on the western boundary of our State, and to the fact that a foreign power adjoining our southern boundary, the State of Arkansas occupies a more exposed situation than any other State in the Union. But thinly inhabited, we live, as a frontier people, in a constant state of dread and alarm lest the

war-whoop or battle cry may be sounded through our land. Exposed as we are, in our present defenceless situation, if we were attacked either by the Mexicans or Indians, we would be entirely overrun before we could receive aid or succor from the adjoining States.

We have, therefore, felt it to be our duty to submit to the American Congress our views in relation to this important subject, and respectfully request for them a calm and deliberate consideration. We entirely approve of the establishment of a military road from St. Peter's to the Sabine, and the erection of strong works within a convenient distance of each other upon the road. We would recommend, however, that the works be so constructed as to afford a place of refuge for the inhabitants, as well as works of attack and defence. We would also recommend that the forts be made of durable materials, and built upon a large scale, as the time may come when those forts will have to be occupied by large bodies of troops, and be the points from which the most extensive military operations may be carried on. We would, therefore, respectfully ask that an appropriation of two hundred thousand dollars be made for the construction of the fortifications on the western frontier of Arkansas, as follows: *say erect a work at or near the northwest corner of this State*, to cost from fifty to seventy-five thousand dollars; one at a suitable point intermediate between the northwest corner of the State and the Arkansas river, to cost from twenty-five to thirty thousand dollars; a work at some eligible point on Red river, to cost about fifty thousand dollars; a work at some suitable point on the Sulphur, fork of Red river, to cost about twenty-five thousand dollars; and, also, a fort, to cost from fifty to seventy-five thousand dollars, at some eligible point on the Sabine. The erection of these forts would secure the protection of this State from Indian depredations, and be a shield against any foreign power that might wage war against the Government from the south or west, and also enable the General Government more effectually to carry into effect the several treaties with Indian tribes on our western frontier.

Your memorialists would also respectfully represent, that they highly approve of the erection and establishment of a public arsenal at or near Little Rock. They would suggest, however, the propriety of this work being constructed upon the most extensive plan, and that it be built with a view at a future day of connecting with it the necessary works for the manufacture of arms. No section of the United States can afford more abundant means and facilities for such a work, than the country contiguous to Little Rock. We therefore pray that such further appropriation may be made as the extent of the work, and the object in contemplation, may make necessary.

In considering the various means of protection which our situation calls upon us to provide, we have been led to believe, that it would be in the power of Congress, by holding out sufficient inducements, so as to increase the settlement upon our frontier, as to obtain a dense population of brave defenders of our homes and firesides, in all the counties of this State bordering upon the frontier. This may be done either by donations of land to the actual settlers, to be granted conditionally, the title not to be given to the occupant until after a residence of five or more years; or, if this cannot be done, then by a grant of pre-emption right to all settlers, with the privilege to hold possession of their lands and not be required to make the entry for a limited term of years.

And, in conclusion, your memorialists would respectfully represent, that the late arrivals of disaffected and hostile Indians, from the Seminole, Creek, and Cherokee nations, on our western frontier, there is strong reasons to apprehend that those Indians will unite with other nations, and commence hostilities on the western frontier of this State; and to be prepared to meet this emergency, your memorialists would urgently and respectfully recommend that an additional regiment of mounted dragoons be stationed on the western frontier of this State, until such fortifications for defence be erected as Congress may deem expedient.

JOHN WILSON,

Speaker of the House of Representatives.

SAMUEL C. ROANE,

President of the Senate.

Approved, October 20, 1836.

J. S. CONWAY.